

ABSTRACT OF THE DISCLOSURE

A method for achieving linear engine thrust response comprising the steps of measuring a throttle position (FNRQ), measuring a plurality of engine parameters, inputting the plurality of engine parameters and the throttle position into a plurality of schedules to produce a plurality of outputs, combining the plurality of outputs to produce a part power scheduled airflow (W2RSCH), and using the W2RSCH to produce a near linear thrust response of the engine.